

Section 4. Special Use and ATC Assigned Airspace

9-4-1. APPLICATION

Apply the procedures in this section to aircraft operating in proximity to special use or ATC assigned airspace (ATCAA) unless the airspace is designated an Alert Area/Controlled Firing Area or one of the following conditions exist:

NOTE-

These procedures are not applicable to Alert Areas or Controlled Firing Areas.

REFERENCE-

P/CG Term- Special Use Airspace.

a. The pilot informs you that permission has been obtained from the using agency to operate in the airspace.

b. The using agency informs you they have given permission for the aircraft to operate in the airspace.

NOTE-

Using agency permission may be relayed to the pilot.

c. The Restricted/Warning Area, MOA, or ATCAA has been released to the controlling agency.

d. The aircraft is on an approved ALTRV, unless the airspace area in question is an ATCAA.

NOTE-

Mission project officers are responsible for obtaining approval for ALTRV operations within Prohibited/Restricted/Warning Areas and MOA's.

REFERENCE-

FAAO 7110.65, Transiting Active SUA/ATCAA, Para 9-4-4.

e. Operations in special use airspace located in offshore/oceanic airspace will be conducted in accordance with the procedures in Chapter 8, Offshore/Oceanic Procedures.

9-4-2. SEPARATION MINIMA

Unless clearance of nonparticipating aircraft in/through/adjacent to a Prohibited/Restricted/Warning Area/MOA/ATCAA is provided for in a Letter of Agreement (LOA) or Letter of Procedure (LOP), separate nonparticipating aircraft from active special use airspace by the following minima:

a. Assign an altitude consistent with para 4-5-2, Flight Direction, and 4-5-3, Exceptions, which is at least 500 feet (above FL 290-1000 feet) above/below the upper/lower limit of the Prohibited/Restricted/Warning Area/MOA/ATCAA.

REFERENCE-

FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.

b. Provide radar separation of 3 miles (En route Stage A/DARC, FL 600 and above - 6 miles) from the special use airspace peripheral boundary.

c. Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary.

d. Exception. Some Prohibited/Restricted/Warning Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. Where facility management has identified these areas as outlined in FAAO 7210.3, Facility Operation and Administration, vector aircraft to remain clear of the peripheral boundary.

NOTE-

Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace or ATCAA in question.

9-4-3. VFR-ON-TOP

If the aircraft's route, track, or altitude may cause it to enter an active Prohibited/Restricted/Warning Area, MOA, or ATCAA:

a. Inform the pilot to conduct flight "VFR-on-top" at least 500 feet above the upper limit or lower limit of the airspace (subject to para 7-3-1, VFR-on-top); or

PHRASEOLOGY-

MAINTAIN VFR-ON-TOP AT LEAST 500 FEET ABOVE/BELOW (upper/lower limit of airspace) ACROSS (name or number of airspace) BETWEEN (fix) AND (fix);

and if the airspace is an ATCAA,

(name of ATCAA) IS ATC ASSIGNED AIRSPACE.

REFERENCE-

FAAO 7110.65, Class A Airspace Restrictions, Para 7-1-1.

b. Clear the aircraft via a routing which provides approved separation from the airspace.

c. Exception: Some Prohibited/Restricted Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. The addition of 500 (or 1,000) feet to the upper/lower limit of these Prohibited/Restricted Areas is not required if the areas have been identified by facility management.

REFERENCE-

FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.

9-4-4. TRANSITING ACTIVE SUA/ATCAA

If a LOA/LOP has been coordinated with the Using Agency and permission has been granted to transit the area:

a. Comply with the instruction/clearances issued by the Using Agency and provide the applicable separation minima between aircraft when two or more aircraft are transiting the area; or

NOTE-

Some Using Agencies are also air traffic control facilities.

b. If unable to comply with instructions/clearances, clear the aircraft in accordance with para 9-4-2, Separation Minima.

NOTE-

The FAA has no jurisdictional authority over the use of nonjoint use prohibited/restricted/warning area airspace; therefore, clearance cannot be issued for flight therein without the appropriate approval.